NEW ELECTRONIC BALANCE SYSTEM: ALIEN! POWER N * LEVY

AGAINST CENTRIFUGAL FORCE

FOR CAR, HIGH SPEED TRAIN & COMPATIBLE DEVICES

1. Technical status of invention:

Cars Trains and similar vehicles, largely resist Centrifugal force by Tilt technique! When they run at higher speeds this technique becomes powerless! Since the maximum tilt also only produces a force against the Centrifugal force equivalent to about 10% of its weight! While they run at high speed the Centrifugal force is much larger, proportional to the square of its velocity v^2 (m^2/s^2), see formula (3).

For racing cars, in the racetrack, the inclination of the road has been increased much, but it is not possible to compensate for the Centrifugal force when the car is running fast.

For bicycles, motorbikes, speed canoes... or runners, in addition to the impact of the incline, they have tilted themselves to create enough force against Centrifugal forces, including Airplanes.

For a bicycle or motorcycle in a circus, the maximum inclination of the lap creates a balance force with the Centrifugal force ~ roughly equal to the weight of the vehicle and the person, but only for the circus!

And there are 2 more ways to limit the impact of Centrifugal force in a passive and very popular way for cars, which is to reduce the vehicle height to a minimum, and more importantly, to prevent tipping, like modern sports cars. Latest now! And one way that has little effect when the car is going fast enough is to control traction while creating friction

against the Centrifugal force under the tyres! The method of traction control with vehicle speed control has the main effect in the direction of the vehicle, but in the horizontal
direction, the direction of centrifugal force is very limited! Especially dangerous is that when
the car is running at high speed, this fast cornering method becomes the culprit that causes the vehicle to overturn, because the vehicle cannot slide sideways under the action of the large Centrifugal force, but the car is trapped under the tire!

Therefore, every attempt to improve technology to speed up Cars and High-speed Trains is controlled by the bends when it always has to slow down and then accelerate continuously! Therefore, the average speed of the whole journey is very modest compared to the results achieved by the speed records of cars and high-speed trains of the world.

Not only that, always having to increase and decrease the speed makes Passengers tired, traveling on the train is not safe! And the goods transported as well as the furniture affected the quality. In particular, the durability of the vehicle itself & the track is also greatly reduced.

2. Most important technical novelty of the invention:

New electronic balance system against Centrifugal force. For ease of calling and distinguishing from previous Systems we call the new Electronic Balance System: ALIEN!POWER N*LEVY! The force it generates by Distributing the Body Weight to both sides by an appropriate Proportionality, mostly on the outside of the turn to produce

opposing forces against the Centrifugal force! See FIG.2. The Body Weight distribution, combined with vehicle parameters, road surface, wind... to generate Computer-controlled Alien!Power N*LEVY force, is always sufficient and accurate for weighing. by Centrifugal force when vehicles enter the bend, achieving a speed many times greater than the 100-year-old tilting technique.

3. Detailed description of the invention:

3.1. The vehicle structure will be divided into two separate parts:

+ Part 1: Vehicle chassis includes wheels and chassis and transmission system.

+ Part 2: The body of the vehicle is all the rest of the weight and payload, we collectively call it the tonnage. See FIG.1.

3.2. The link between the body and the chassis of the vehicle. We can design many different types but with the same working principle as above: distribute the Body Weight to the sides of the vehicle in a proportion. Suitable when the vehicle enters a corner to generate force against Centrifugal force!

3.3. For small vehicles like cars, we have:

The linkage consists of 4 (or 6 for long vehicles) tube + column sets: tube 2 is attached to the chassis and column 4 (left side) is attached to the body. The tube + column set fits together and slides easily into one another, so that the body and chassis move in an alternating and always parallel movement. The tube + column set is attached to the corners and sides of the vehicle (long car). See FIG.1 & 2.

4. Tonnage distribution structure.

4.1. Load distribution mechanism for small cars and similar vehicles. Under the Pillars there are Instantaneous Drives 1 and 14, to raise or lower the Body via the Support Pillars 4. They are controlled automatically by computer 7, every time the vehicle Turns. Power transmission mechanism can be used by many types such as: Hydraulic, Airbag, Mechanical, Electrical.... Depends on the vehicle type.

4.2. Tonnage distribution structure for large vehicles such as: Trains, Trucks, etc.

With Super Heavy Vehicles, a very large capacity payload distribution mechanism will be required to generate tremendous force for the control of the Bearing and the Mount. See FIG.3. It has a 3, 9 side Bracket for hanging the Body or Wagon. At the same time keep the wagon stable when operating.

With a huge and super-long tonnage (Wagon ~ 50 tons and ~ 30 m long), we also install a 12, 15 Power Assist system for the Load Distribution Structure. They have 10 swingarms to mitigate the initial force applied to Support Pillars 4, 8. Hook 6 and Pillow 13, 14 make the ALIEN!POWER N*LEVY System work more efficiently and safely. See FIG.3.

5. Working principle.

5.1. Working Principle for Small Cars:

When the car starts Turning the steering wheel to the Right (driver's) hand, see FIG.2, the whole car will be exert a Centrifugal force to the Left! The Computer will immediately control the Powertrain 14 to lower its height, or decouple (no. 10 in the standard case) from the Pillar 9 of the P linkage, and it will reduce or not be affected by the Load of the P-link assembly. car again! At the same time, the vehicle's payload is mostly placed on Pillar 4 of the T-link! The process of reducing Gravity applied to Pillar 9 will achieve the Effect faster and simpler than increasing the force applied to Pillar 4.

Then an unprecedented miracle happened: ALIEN!POWER N*LEVY! 1 The balancing force is 20 to 40 times greater or more (for electric vehicles with a low Center of gravity due to the weight of the battery placed under the vehicle...) depending on the vehicle type, compared to the Centrifugal force balancing method by Engineering

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Classic tilt. Force ALIEN!POWER N*LEVY = FapL, see FIG.2, we created above

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direction opposite to the Centrifugal force and perpendicular to the Load force Ftt. When the

→ →

Focus of low vehicle, angle ê ≤ 45°, the magnitude of FapL ≥ Ftt. It is easy for us to see that

→

the smaller the angle ê, the larger the FapL.

With angle ê = 21°: an example for the new generation of Cars and High-speed Trains of the 21st century! The force ALIEN!POWER N*LEVY in this case is 26 times greater than the current method when the vehicle's payload is completely left! See the force formula section!

5.2. Working principle for High-speed Trains & Heavy-duty trucks, the ALIEN!POWER N*LEVY system also has the same working principle as above. When the Train enters a curve, the Powertrain 8 lowers the height, reducing the Cargo's payload via hook 7 (or letting go in the standard case). See FIG.3. At the same time, Power Transmission 12 also reduces the force acting on swingarms 11 & 12, which reduces the Support Assist on the Wagon. Then most of the Wagon's Weight is concentrated on the Left Bracket & Power Steering 15. And at the same time the ALIEN!POWER N*LEVY Force appears to counteract the Centrifugal force. The process will take place in reverse when the car turns Left. We can also use Cylindrical Linkage as above, or other types depending on the vehicle type and its size.

The ALIEN!POWER N*LEVY force is generated acting as a Prestress, to counteract the Centrifugal force.

6. Formula for calculating the force ALIEN! POWER N*LEVY.

6.1. Formula for calculating the force ALIEN!POWER N*LEVY.

→

We can calculate the force FapL with the force synthesis diagram in FIG.2 as follows:

We take the standard and common cases:

→ →

FapL = Ftt / tan(ê); N. (Unit: Newton) (1)

Within:

→

- Ftt: body weight; N.

→ →

- FttT: The force exerted by Ftt on the left side of the column; N.

→ →

- FttP = 0, force exerted by Ftt on the right pillar of the vehicle; N.

→

- ê: The angle of inclination of the applied force FttT relative to the horizontal; N °.

In case FttP > 0 we can calculate as follows:

→

→

When the calculator distributes the Load Ftt to the Left by a vertical force Ftt1, then

→

it creates a force towards the left Pillar a force FttT, this force is calculated as follows:

→ → → →

FttT = Ftt1/sin(ê) → Ftt1 = FttT.sin(ê)

→

Similarly with the Right Pillar with Ftt2 we have:

→ → → →

FttP = Ftt2/sin(ê) → Ftt2 = FttP.sin(ê)

And so the Weight of the Body has been distributed to 2 sides as:

→ → → → → → →

Ftt = Ftt1 + Ftt2 = FttT.sin(ê) + FttP.sin(ê) = (FttT + FttP).sin(ê)

We have the ALIEN!POWER N*LEVY force again:

→ → → → → → →

FapL = FapL1 – FapL2 = Ftt1/tan(ê) – Ftt2/tan(ê) = (FttT – FttP).sin(ê)/tan(ê).

→ →

The two force vectors FapL1 and FapL2 act in opposite directions.

Finally we have the General Formula for force: ALIEN!POWER N*LEVY in

Newton:

→ → →

FapL = (FttT – FttP).sin(ê)/tan(ê); N. (2)

→

When FttP = 0, formula (2) returns to formula (1).

→

- So force ALIEN!POWER N*LEVY: FapL depends on factors

→ →

+ Allocation rate: FttT/FttP

+ Right time: start cornering

+ Right position: on the left link supports when the car turns Right and vice versa.

+ Tilt angle ê, ie the height of the vehicle's Center of gravity, N°. See FIG.2.

- Centrifugal force of the vehicle in the turn is calculated by the formula:

→ →

Flt = m.v²/r; N (Kg.m/s²) (3)

→

We see that Flt depends on:

+ The corner, ie the radius of the turn, m.

+ Weight of the vehicle, Kg

+ Vehicle speed, m/s^2

→

And Combined with Tire Traction, FapL magnitude is fully computer controlled

Fully Automatic and pre-programmed, so that the force generated is enough to cancel the Centrifugal force generated by the vehicle when going around a corner:

→ →

FapL = – Flt; (4)

Thus, we have a new super force from the ALIEN!POWER N*LEVY System created: independent, proactive against the Centrifugal force that we have so far been controlled and manipulated, usually very passive with it.

6.2. Flip Moment and Force ALIEN!POWER N*LEVY.

And the new ALIEN!POWER N*LEVY system has been and still gives us?

We take the standard case that the tonnage is placed on the left side of the vehicle to simplify the problem, because in fact, when each vehicle departs, the tonnage is an available parameter, then we have the formula (4) as above:

$$\vec{Flt} = -\vec{FapL}\ ; \quad \rightarrow \quad m.v^2 / r = -Ftt / \tan(\hat{e}) = m.9{,}8 / \tan(\hat{e}) \rightarrow$$

$$v^2 / r = -9.8 / \tan(\hat{e}) \rightarrow v^2 = -9.8.r / \tan(\hat{e})$$ we finally have:

$$\vec{v} = \sqrt{9.8.r/\tan(\hat{e})}\ ; m/s \quad (5)$$

Thus, the speed of the vehicle depends only on the radius of the turn and the height of the Center of gravity, ie the angle of inclination! Before, when there was no

ALIEN!POWER N*LEVY electronic balance system, the important factor was the weight that controlled the speed of the car in the corner! Now it's is replaced by the inclination

angle ê. It depends on the vehicle type, i.e. the type of Load will determine the height of the Center of gravity of the vehicle.

This shows us the special role of the force ALIEN!POWER N*LEVY.

→ →

Although these two forces FapL and Flt are essentially different and opposite in direction, their points of action are all placed on the center of gravity of the research object. This is one of the factors: Height of Center of gravity, it is especially important to determine the Turning Moment of a car that any vehicle, especially a sports car with high speed, must take into account.

This is one of the most important points that the ALIEN!POWER N*LEVY System offers, while the Centrifugal force (3) only shows the magnitude but does not show the Flip-causing factor which is the height of the Center of gravity.

So now, most of the cars have high speed, the Supercars are extremely modest in height, especially Go-Kart, Formel 1... are just cars for simple sports racing! For vehicles with too low a height & ground clearance, it makes everyday use quite restrictive and inconvenient,
easily damaged and bumped in old roads, under construction, roads with speed reduction
lanes... should only be used with very high quality roads!

With SUVs..., they have a high height (and high ground clearance) and are sleek, convenient to use, don't have to bend over when getting in and out of the car, and are not tied to gas and brake pedals. or clutch… more suitable for the style of the Chef… when used. And its resistance to

Centrifugal force is simply low speed running and traction. So the possibility of flipping is extremely high when cornering, avoiding obstacles... due to the large height of the Center of gravity, as we all know:

$\overset{\frown}{Ml} = \boldsymbol{h} \cdot \overrightarrow{Flt}$; (5) In which:

$\overset{\frown}{Ml}$ = Moment causing the vehicle to roll over; $N.m/s^2$

$\boldsymbol{h}$ = Height of center of gravity; m

$\overrightarrow{Flt}$ = Centrifugal Force; N.

Here h is proportional to or depends on the angle of inclination ê. See FIG.2.

But with the appearance of the ALIEN!POWER N*LEVY System, according to Formula (4): Centrifugal force no longer exists:

$\overset{\frown}{Ml} = \boldsymbol{h} \cdot \overrightarrow{Flt} = \boldsymbol{h} \cdot 0 = O!$

Centrifugal force, the cause of loss of control, overturning in turns or sharp turns when encountering obstacles... is strictly and proactively controlled by the ALIEN!POWER N*LEVY System. Types of transport, especially high-speed sports cars, supercars, SUVs....High-speed trains will enter a new era:

- Regarding speed, according to the above: FttP = 0 and angle ê = 21° and Equation (4)

→ → → →

Flt = m.v²/r → v² = Flt.r/m → With the ALIEN!POWER N*LEVY System we have:

→ → →

FapL = Ftt/tan(ê) = 2.6.Ftt ! N.(6)

As we have analyzed, the inclined line technique is only safe when generating force Fktn against Centrifugal force Fltn in case of inclined line:

→ → → →

Fktn = - Fltn ~ 10% Ftt = 0.1 Ftt. (7) and from Equation (6) we have:

→ → → → →

FapL = Flt = m.v²/r → v² = 26.Fltn.r/m. (8)

→

Where Fltn is the Centrifugal Force when there is no new system ALIEN! POWER N*LEVY.

→

And when, then the vehicle speed when having new balancing force FapL will be:

→

Where Fltn is the Centrifugal Force when there is no new system ALIEN! POWER N*LEVY. And when

→

Then the vehicle speed when having new balancing force FapL will be:

→ ___ →_____

v = √ 26 . √ Fltn.r/m; m/s (9)

So Cars, Speedboats and similar vehicles have increased Speed by more than 5 times when running in a corner in the standard case (without taking into account the Chassis). and:

- no longer limited in styling due to Centrifugal forces especially the height IDEAL for Super luxury cars for big Chefs.

6.3. Bending moment automatically balances, stabilizes the vehicle & resists

Centrifugal force.

From formula (9) above, under standard conditions, the car speed in a turn can increase dramatically! With conventional engineering it is very difficult to achieve too high a speed and run safely in the corner, increasing 5 times the speed compared to current technology, which the new ALIEN!POWER N*LEVY System offers ! We can use it more effectively, for example the vehicle speed will only increase about 3 times, and the remaining 2 will be converted to Torque! So then the vehicle's payload will be divided into 2 parts, see FIG.2, extended parallelogram BhMR*:

→ →

- FttapL*: force component used to create FapL* Prestress against Centrifugal force

→ ⌒

- FttMlu*: force component used to generate Torque Mlu* to balance the vehicle.

And we have:

$$\vec{Ftt} = \vec{FttapL^*} + \vec{FttMlu^*}. \quad (10)$$

And in this case we have:

$$\vec{FapL^*} = \vec{FttapL^*}/\tan(\hat{e}).\ N; \quad (11)$$

$$\overset{\frown}{Mlu^*} = \vec{FttMlu^*} \cdot \cos(\hat{e}) \cdot l.\ Nm; \quad (12)$$

Where ***l*** is the lever arm of the Force Moment, it mean the distance from the point of application of the force to the Center of gravity of the Body.

Another surprise happened: only with the Weight of the Body, with a completely

new structure.

The new system ALIEN!POWER N*LEVY transforms into FapL* and Mlu* to automatically resist not only Centrifugal forces but also Balance the vehicle accurately and efficiently!

With the introduction of Torque, it redistributes the effect of the Body's Weight to the 4 wheels, even though it's actually just set to one side! And it increases the contact area of the tire with the road to the highest possible level. That is to increase the traction of the tires and increase the

Friction force to counteract the Centrifugal force for the whole car! We can also reduce the ê angle to indirectly increase Force Moment!

Of course, depending on the specific case, with certain requirements we will have the corresponding design! Thus, the new System ALIEN! POWER N*LEVY has created results that previous Structures could not achieve! More then awesome!

With the introduction of Bending Moment, it redistributes the effect of the Body Load to the 4 wheels, even though it's really set aside! Thus, the new ALIEN!POWER N*LEVY system not only creates Prestress to balance the Centrifugal force, but also has the effect of increasing the contact area of the tire to the highest possible level. That is to increase the traction of the tires and the Friction to counteract the Centrifugal force for the whole car!

With the completely new Working Principle, most of the Load is placed on one side, so the Structure of the System bears the Load, the Bending Moment increases suddenly and of course causes local deformation (slight bend)! But it will be compensated when balanced with Centrifugal force. To make the System work more perfectly, we can add waiting joints, see FIG.2 – Td*, with just enough displacement to make the new System ALIEN!POWER N*LEVY work more accurately when we craft with different types of materials. Super hard bearing material! And we will get more solid results with the X cross-link structure, in FIG.2 with the K Miniature, it will increase the stability when the car goes around the corner, because the force point is set inside the roundabout!

7. Brief description of the figures:

FIG.1 Car is separated into 2 separate parts

1. Bodywork; 2. Pipe of Linker; 3. Battery block for electric vehicle; 4. Link pillar; 5. Vehicle chassis; 6. Road; 7. Tires.

FIG.2 New electronic leveling system ALIEN!POWER N*LEVY

1, 14. Tonnage Distribution Structure; 2. Link pipe; 3, 6. Body Frame;4, 9. Link pillar;

5. Vehicle chassis; 5*. X-shaped cross-link structure;7. Computer control; 8. The vehicle turns right; 10. Gap when FttP = 0;11. Roadbed; 12. Tires; 13. Batteries for electric vehicles; 15. SetpointLeft payload; T. Pipe Set+Left Pillar; P. Right Pipe+Pillar Set; Td*. Stand joint, main bearing point and center ò rotation of the body when cornering; K. Chassis with X-shapedCross-Link Structure, Change of Load Setpointto the opposite side.

FIG.3 New electronic leveling system ALIEN!POWER N*LEVY

With Power Steering for Speedboats and Heavy Trucks

1. Wheels; 2. Chassis; 3, 9. Brackets; 4. Tonnage distribution structure 5. Wagons, cars;

6, 7. Wagon hangers; 4, 8. Direction of mechanism Movement Load Distribution;

10,11. Swing arm of Power Assist; 12, 15. The source force for Power Assist;

16. Clearance when the Load Allocation mechanismaccumulates Weight to the left T.

SUMMARY

NEW ELECTRONIC BALANCE SYSTEM ALIEN!POWER N*LEVY Centrifugal anti-force for Cars, Trains, similar vehicles.

1. Working principle. See FIG.2.

Changing the Body Load Set Point on the Chassis to One Side: Generating Force, Bending Moment against Centrifugal force, when the car turns!

2. Structure, separate:

+ Bodywork and Vehicle Weight

+ Vehicle chassis and wheels. See FIG.1, 2.

3. Link structure: Pipe 2 attaches to the Chassis, Pillar 4 attaches to the Body, at the corners of the vehicle. They match, slide in each other.

+ The structure of weight distribution for cars

Structures 1, 14: raise and lower Pillars 4 and 9; Automatic control by PC 7.

+ Train and truck balancing system:

The body of the car (Wagon) hangs on the Support Frame, Lower Power Assist;

-

PATENT CLAIM

As detected and suggested above, we require protection: for NEW ELECTRONIC STABLE SYSTEM! POWER N*LEVY and Systems have the same Operating Principle and structure as follows, see FIG.1, 2 & 3:

1. The functional principle of the electronic stability system is: Use of the body's own weight

→ → ⌒

Ftt with special structure to pre-tension FapL and moment of force Mlu. to create

→

ALIEN!POWER N*LEVY resists flt centrifugal force and vehicle balance by varying

→

The load point of the body is usually flexible on one side, FttT, promptly, every time

→

→

the car is turning! The difference is: body weight is placed on one side FttT >>>> FttP.

2. The vehicle structure with the new electronic balancing system is divided into 2 parts, see FIG.1 & 2:

+ Body 6 and load: tonnage.

+ Car chassis 5, including wheels and chassis and drive system.

The difference is: the body and chassis are only connected to each other through links 2, 4

→

connected body 6 is one-sided compared to chassis 5: generates more FapL force

→

often its Ftt tonnage! As for the slanting road method, the whole vehicle and the road,

inclined to the horizontal produces effect: eccentric, only produces force against

→

Kraft centrifuge ~ 10% Ftt.

+ Body-to-chassis connection mechanism: tube 2 is attached to the chassis and column 4 is attached to the body, they fit together and slide easily into each other. The pipe and column combination attaches to the long car at the corners and to the side of the car.

The difference is: simply and quickly switch the Body Load adjustment point on the chassis to one side.

+ Load distribution mechanism under the pillars 4, 9 with immediate power transmission

1, 14 to raise or lower the body, they are automatically controlled by the computer 7 with every cornering of the vehicle.

The difference is: The weight of the body is usually placed on one side when the opposite side is reduced or released and the chassis no longer supports the body here.

3. New compensation system: ALIEN!POWER N*LEVY for trains, large trucks: the body is hung on frames 3, 9. Gravity distribution mechanism 4, 8 with hooks 6, 7 They also add the Power Assist system 12, 15 along with the swing arms 10. added, 11. See FIG.3.

The differences are: bearing mechanism has a longer 9, 10 swing arm that can withstand more force, more stable and safer with the brackets than the one for cars.

INCOME LEVEL OF INVOLVERS AND ASSISTANTS

CURENT TIME 07.2022

1. Dipl.-Ing. Van Ly Nguyen: Self-employed, Start-up, unprofitable.
2. Ngoc Bao Nguyen: Retired.
3. Thi Quy Do: Gone. Family address under Number 2
4. Architect Truong Linh Nguyen: 20 million VND = $900 for 3 people. Temporarily enough.
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8. Levy Nguyen: young, eat with her mother, No. 14.

9. Ngoc Khanh Nguyen: Retired

10. Dipl.-Ing. Van Thanh Nguyen: Retired.

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13. Hang Thuan Nguyen: Retired.

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-

AGREEMENT CONTRACT

Mr. Dipl.-Ing. NGUYEN VAN LY is the representative for

all participants in the creation of this Invention:

Application No: 17/803,235; 03/07/2022 at USPTO in USA.

Application No: 10 2022 000 241.8; 08/01/2022 at DPMA in Germany.

And

Application No: 1-2021-07673, 11/30/2021 at IP.VIET NAM and

Priority registration 1-2021-06836, 10/27/2021 at IP. VIET NAM

NEW ELECTRONIC BALANCE SYSTEM: ALIEN!POWER N*LEVY

AGAINST CENTRIFUGAL FORCE

FOR CAR, HIGH SPEED TRAIN & SIMILAR VEHICLES

Dipl.-Ing. Nguyen Van Ly and his associates agreed

to swear the following:

All rights of ownership, use, assignment and authorization to others

Participating members are with Dipl.-Ing. Nguyen Van Ly.

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SUPPLEMENTAL SHEET FOR DECLARATION | **ADDITIONAL INVENTOR(S)** Supplemental Sheet (for PTO/AIA/08,09) Page 01 of 05

Legal Name of Additional Joint Inventor, if any:

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Marzahn	Berlin	Germany

Mailing Address: Blumenbachweg 26A

City	State	Zip	Country
Marzahn	Berlin	12685	Germany

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SUPPLEMENTAL SHEET FOR DECLARATION | **ADDITIONAL INVENTOR(S)** Supplemental Sheet (for PTO/AIA/08,09) Page 03 of 05

Legal Name of Additional Joint Inventor, if any:

(*E.g.*, Given Name (first and middle (if any)) and Family Name or Surname)
Kimberly Nguyen

Inventor's Signature: Mr. Dipl.-Ing. NGUYEN VAN LY is the representative — Date (Optional): **10/07/2022**

Residence: City	State	Country
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Mailing Address: Körnerstr.25

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Steglitz-Zehlendorf	Berlin	12157	Germany

Legal Name of Additional Joint Inventor, if any:

(*E.g.*, Given Name (first and middle (if any)) and Family Name or Surname)
Levy Nguyen

Inventor's Signature: Mr. Dipl.-Ing. NGUYEN VAN LY is the representative — Date (Optional): **10/07/2022**

Residence: City	State	Country
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Mailing Address: Blumenbachweg 26A

City	State	Zip	Country
Marzahn	Berlin	12685	Germany

Legal Name of Additional Joint Inventor, if any:

(*E.g.*, Given Name (first and middle (if any)) and Family Name or Surname)
Ngoc Khanh Nguyen

Inventor's Signature: Mr. Dipl.-Ing. NGUYEN VAN LY is the representative. — Date (Optional): **10/07/2022**

Residence: City	State	Country
My xa	Nam dinh	Viet nam

Mailing Address: 11A Nguyen Phuc

City	State	Zip	Country
My xa	Nam dinh	07210	Viet nam

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SUPPLEMENTAL SHEET FOR DECLARATION | **ADDITIONAL INVENTOR(S)** Supplemental Sheet (for PTO/AIA/08,09) Page 04 of 05

Legal Name of Additional Joint Inventor, if any:

(*E.g.*, Given Name (first and middle (if any)) and Family Name or Surname)

Dipl.-Ing. Van Thanh Nguyen

Inventor's Signature: Mr. Dipl.-Ing. NGUYEN VAN LY is the representative — Date (Optional): **10/07/2022**

Residence: City	State	Country
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Mailing Address: 35 CL 8 Khu dan cu Det may Tran Dang Ninh

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Thi Ha Nguyen

Inventor's Signature: Mr. Dipl.-Ing. NGUYEN VAN LY is the representative — Date (Optional): **10/07/2022**

Residence: City	State	Country
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Mailing Address: 16/62, An xa, Phuc xa

City	State	Zip	Country
Ba dinh	Ha noi	11116	Viet nam

Legal Name of Additional Joint Inventor, if any:

(*E.g.*, Given Name (first and middle (if any)) and Family Name or Surname)

Van Chu Nguyen

Inventor's Signature: Mr. Dipl.-Ing. NGUYEN VAN LY is the representative. — Date (Optional): **10/07/2022**

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SUPPLEMENTAL SHEET FOR DECLARATION | **ADDITIONAL INVENTOR(S)**
Supplemental Sheet (for PTO/AIA/08,09) Page 05 of 05

Legal Name of Additional Joint Inventor, if any:

(*E.g.*, Given Name (first and middle (if any)) and Family Name or Surname)
B.A. Kieu Linh Nguyen

Inventor's Signature Mr. Dipl.-Ing. Nguyen Van Ly is the representative Date (Optional) 10/07/2022

Residence: City	State	Country
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Mailing Address: 110 - 41/27 Pho Vong

City	State	Zip	Country
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Hang Thuan Nguyen

Inventor's Signature Mr. Dipl.-Ing. Nguyen Van Ly is the representative Date (Optional) 10/07/2022

Residence: City	State	Country
Hai Ba Trung	Ha noi	Viet nam

Mailing Address: 110 - 41/27 Pho Vong

City	State	Zip	Country
Hai Ba Trung	Ha noi	11650	Viet nam

Legal Name of Additional Joint Inventor, if any:

(*E.g.*, Given Name (first and middle (if any)) and Family Name or Surname)
Thi Ba Dau

Inventor's Signature Mr. Dipl.-Ing. Nguyen Van Ly is the representative Date (Optional) 10/07/2022

Residence: City	State	Country
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Mailing Address: Blumenbachweg 26A

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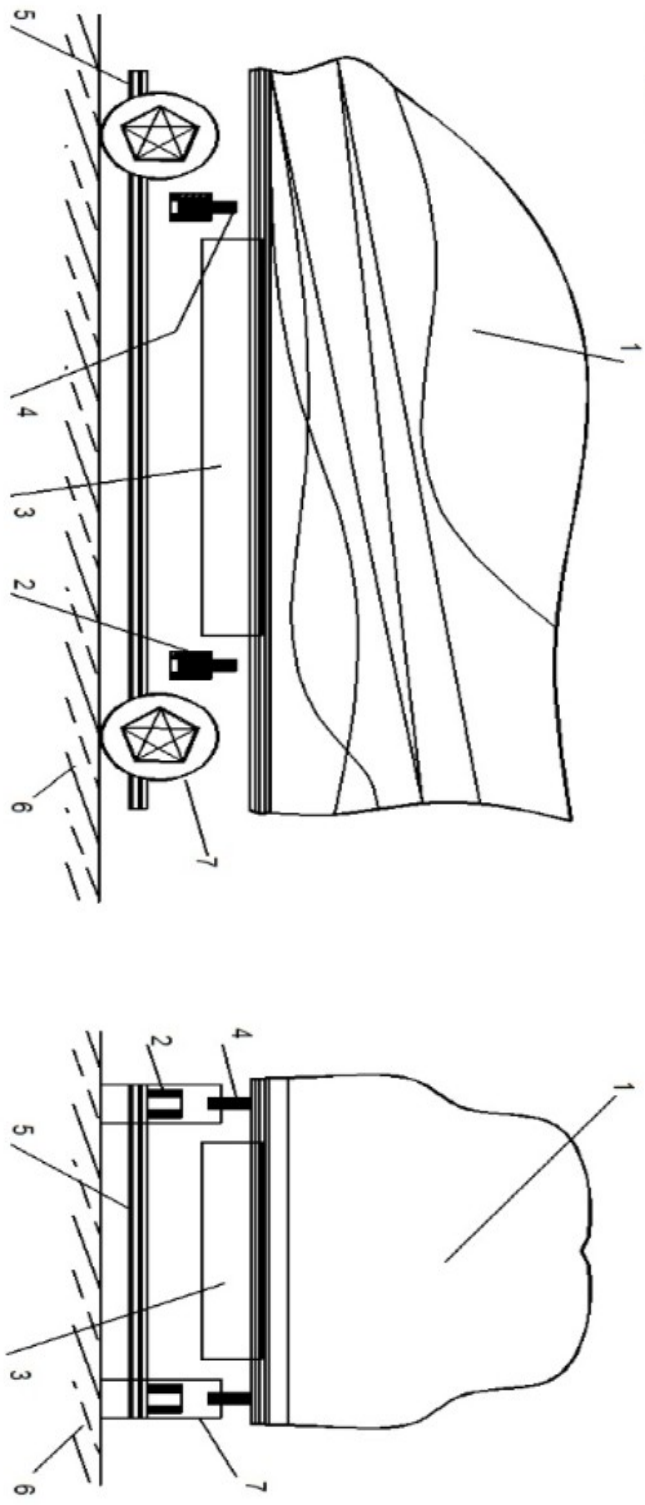

FIG.1

FIG.2

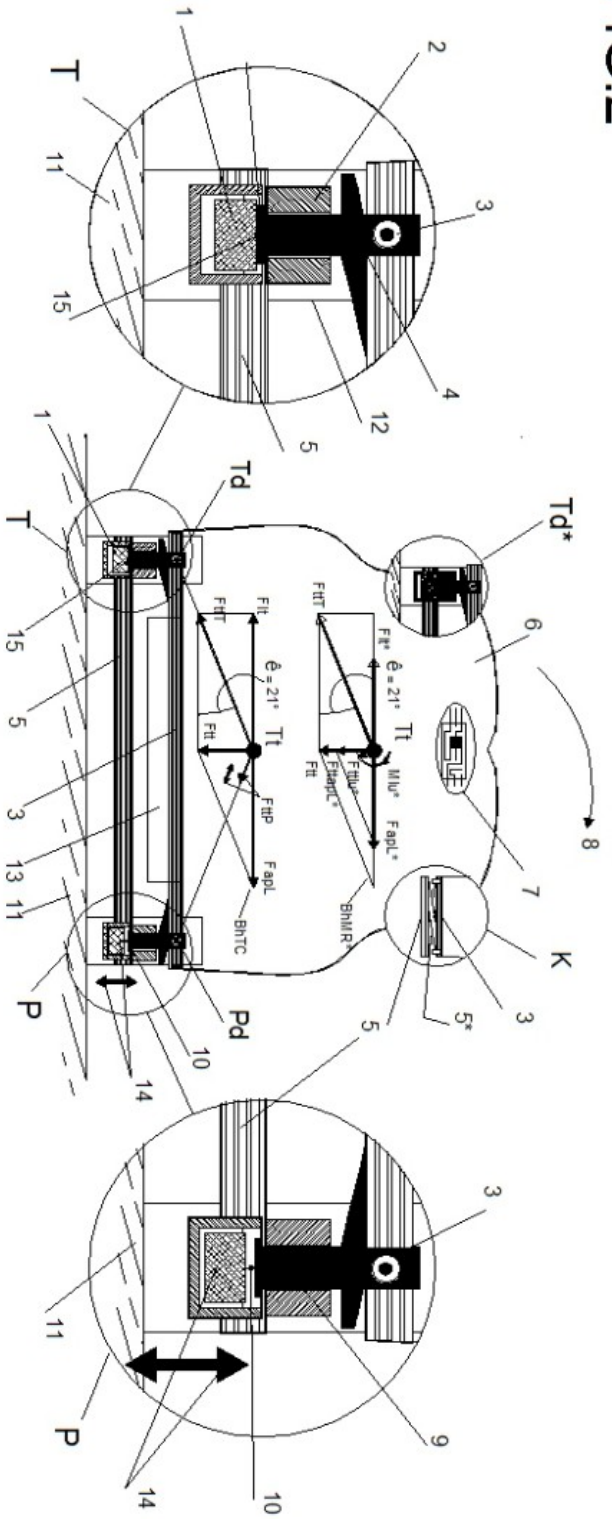
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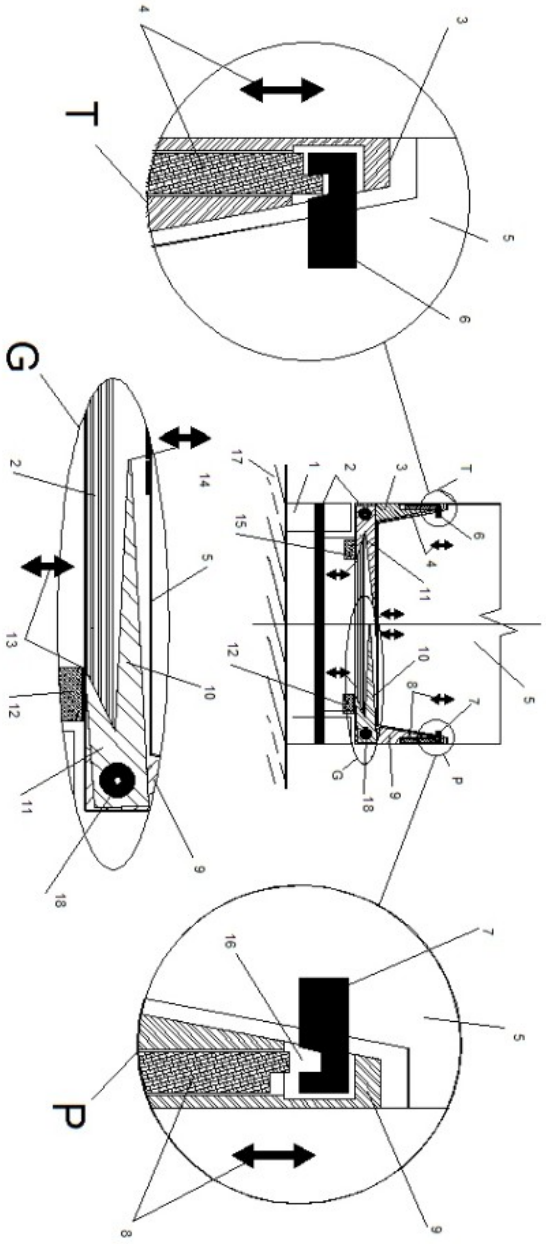
FIG.3



Phụ lục A - Mẫu số 01-SC

TỜ KHAI
ĐĂNG KÝ SÁNG CHẾ

Kính gửi: Cục Sở hữu trí tuệ
386 Nguyễn Trãi, Hà Nội

Chủ đơn dưới đây yêu cầu Cục Sở hữu trí tuệ xem xét đơn và cấp*: ☒ Bằng độc quyền sáng chế
☐ Bằng độc quyền giải pháp hữu ích

ĐÓNG DẤU NGÀY NỘP ĐƠN
(Dành cho cán bộ nhận đơn)
CỤC SỞ HỮU TRÍ TUỆ
INTELLECTUAL PROPERTY OFFICE OF VIET NAM
NGÀY / DATE: 27-10-2021
SỐ ĐƠN / APL NO: 1-2021-06836
SC

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☐ Đơn tách: Đơn này được tách ra từ đơn số: Ngày nộp đơn:
☐ Đơn chuyển đổi: Đơn này được chuyển đổi từ đơn số: Ngày nộp đơn:

① TÊN SÁNG CHẾ

HỆ THỐNG CÂN BẰNG ĐIỆN TỪ MỚI ALIEN!POWER N°LÉVY DÀNH CHO Ô TÔ, TÀU CAO TỐC VÀ CÁC PHƯƠNG TIỆN TƯƠNG TỰ

PHÂN LOẠI SÁNG CHẾ QUỐC TẾ (IPC)**
(chỉ tiết đến chỉ số hạng thứ ba)

② CHỦ ĐƠN
(Tổ chức, cá nhân yêu cầu cấp Bằng độc quyền sáng chế/giải pháp hữu ích)

Tên đầy đủ: Nguyễn Văn Lý
Địa chỉ: Blumenbachweg 26*, 12685 Berlin, DE
Địa chỉ liên hệ (nếu có):
Điện thoại: 004915211939037 Fax: Email: nguyenlkb08@gmail.com
☐ Chủ đơn đồng thời là tác giả sáng chế
☐ Ngoài chủ đơn khai tại mục này còn có những chủ đơn khác khai tại trang bổ sung

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Tên đầy đủ: Nguyễn Hải Dương
Địa chỉ: 16/62 An Xá, Phúc Xá, Ba Đình, Hà Nội, Việt Nam
Điện thoại: 0084 98 353 85 99 Fax: Email: hduongdaiviet@gmail.com

---

Chú thích:
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-1-

⑭ CHỦ ĐƠN/ĐẠI DIỆN CỦA CHỦ ĐƠN KÝ TÊN

Phụ lục A - Mẫu số: 01-SC

TỜ KHAI
ĐĂNG KÝ SÁNG CHẾ

Kính gửi: Cục Sở hữu trí tuệ
386 Nguyễn Trãi, Hà Nội

Chủ đơn dưới đây yêu cầu Cục Sở hữu trí tuệ xem xét đơn và cấp*: X Bằng độc quyền sáng chế
☐ Bằng độc quyền giải pháp hữu ích

CỤC SỞ HỮU TRÍ TUỆ
INTELLECTUAL PROPERTY OFFICE OF VIET NAM
ĐẦU NHẬN ĐƠN (Dành cho cán bộ nhận đơn)
NGÀY DATE 30-11-2021
SỐ ĐƠN APL.No. 1-2021-07673 SC

①[a] NGUỒN GỐC ĐƠN

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Công bố quốc tế số: ngày: Ngày chọn Việt Nam (nếu có):
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☐ Đơn tách: Đơn này được tách ra từ đơn số: Ngày nộp đơn: 27.10.2021
☐ Đơn chuyển đổi: Đơn này được chuyển đổi từ đơn số: Ngày nộp đơn:

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HỆ THỐNG CÂN BẰNG ĐIỆN TỬ MỚI, GHẾ ÔM, GHẾ QUAY, DỤNG CỤ TỪ HÓA CHỐNG LẠI LỰC LY TÂM DÀNH CHO Ô TÔ, TÀU CAO TỐC VÀ CÁC PHƯƠNG TIỆN TƯƠNG TỰ.

PHÂN LOẠI SÁNG CHẾ QUỐC TẾ (IPC)**
(chỉ tiết đến chỉ số hạng thứ ba)

② CHỦ ĐƠN
(Tổ chức, cá nhân yêu cầu cấp Bằng độc quyền sáng chế/giải pháp hữu ích)

Tên đầy đủ: Nguyễn Văn Lý
Địa chỉ: Blumenbachweg 26 A, 12685 Berlin, DE
Địa chỉ liên hệ (nếu có): -
Điện thoại: 004915211939037 Fax: - Email: nguyenlkb08@gmail.com
X Chủ đơn đồng thời là tác giả sáng chế
☐ Ngoài chủ đơn khai tại mục này còn có những chủ đơn khác khai tại trang bổ sung

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X là người khác được uỷ quyền của chủ đơn
Tên đầy đủ: Nguyễn Hải Dương
Địa chỉ: 16/62 An xá, Phúc xá, Ba đình, Hà nội, Việt nam
Điện thoại: 0084983538599 Fax: Email: hduongdaiviet@gmail.com

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⑩ CHỦ ĐƠN/ĐẠI DIỆN CỦA CHỦ ĐƠN KÝ TÊN

08-01-2022-23841601-HauptPost-0001

08-01-2022-23841601-HauptPost-0001

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Deutsches
Patent- und Markenamt

An das
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80297 München

P 2007 4.191

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Name, Vorname oder Firma
Dipl.-Ing. Nguyen, Van Ly
QUÍ*N GROUP GbR
Experimental Workshop

Straße, Hausnummer / ggf. Postfach
Blumenbachweg 26A

Postleitzahl 12685 **Ort** Berlin, DE **Staat** (falls nicht Deutschland)

Antrag auf Erteilung eines Patents 1

Datum TT MM JJJJ

☐ **TELEFAX** vorab am TT MM JJJJ

1643202065267125367 11

(2) Zeichen des Anmelders/Vertreters (max. 20 Stellen): N*LÊVY 30270111
Telefon des Anmelders/Vertreters: 004915211939037

(3) Der Empfänger in Feld (1) ist der
☒ Anmelder ☐ Zustellungsbevollmächtigte ☐ Vertreter
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QUÍ*N GROUP GbR

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Postleitzahl 12685 **Ort** Berlin, DE **Staat** (falls nicht Deutschland)

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18-06-2022-26545301-Hauptpost-0001 18-06-2022-26545301-HauptPost-0001

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Antrag auf Erteilung eines Patents 1

Datum TT MM JJJJ

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Telefon des Anmelders/Vertreters 004915211939037

(3) Der Empfänger in Feld (1) ist der
☒ Anmelder ☐ Zustellungsbevollmächtigte ☐ Vertreter
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Dip.-Ing. Nguyen, Van Ly

Straße, Hausnummer (kein Postfach!)
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PTO-2038 (03-2020)
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Credit Card Type: ☐ Visa ■ MasterCard ☐ American Express ☐ Discover

Credit Card Account #: 5401 8717 7524 7784

Credit Card Expiration Date (mm/yyyy): 02/2024

Name as it Appears on Credit Card: Gold

Payment Amount (US Dollars): $ 1830

Cardholder Signature: | Date (mm/dd/yyyy): 10/07/2022

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Refund Policy: The USPTO may refund a fee paid by mistake or in excess of that required. A change of purpose after the payment of a fee will not entitle a party to a refund of such fee. The USPTO will not refund amounts of $25.00 or less unless a refund is specifically requested and will not notify the payor of such amounts (37 CFR 1.26). Refund of a fee paid by credit card will be issued as a credit to the credit card account to which the fee was charged.
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Request and Payment Information

Description of Request and Payment Information:

■ Patent Fee	☐ Patent Maintenance Fee	☐ Trademark Fee	☐ Other Fee
Application No. USPTO: 17/803,235 - 03/07/2022 IP VN: 1-2021-06836	Application No.	Application No.	IDON Customer No.
Patent No.	Patent No.	Registration No.	
Attorney Docket No.		Identify or Describe Mark	

If the cardholder includes a credit card number on any form or document other than the Credit Card Payment Form or submits this form electronically via EFS-Web, the United States Patent and Trademark Office will not be liable in the event that the credit card number becomes public knowledge.

RECHNUNG

FAMILY NGUYÊN

Rechnungsnr.: 0012
Rechnungsdatum: 09.10.2022
Fällig am: 09.10.2022

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UR
FÄLLIGER BETRAG

RECHNUNG AN
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Nr.	ARTIKEL & BESCHREIBUNG	ANZ./STD.	PREIS	BETRAG(€)
1	17/802,234 We send a small test for exploration: € 1000 in advance, if possible, please inform us, so that we can continue to pay, because it is very difficult to transfer money abroad! Thank you Sir!	1	1.000,00 EUR	1.000,00 EUR

Zwischensumme 1.000,00 EUR

SUMME 1.000,00 EUR